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CENTRAL INTELLIGENCE AGENCY

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REPORT NO. [REDACTED]

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## INFORMATION REPORT

CONT

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. In 1952, the Generaldirektion Schifffahrt (Directorate General, Shipping) executed building work on waterways to improve traffic and hydrological conditions. Bank reinforcement work was improved, for example, on the River Elbe near Pirna-Poste, where the navigable channel was very narrow and passed close to the right-hand bank and where the road near the bank was affected by the scours that had formed at the foot of the slope of the bank. Another dangerous point was the Pirna road bridge which was several hundred meters downstream and was dangerous because, at low water, vessels had to change course in the channel at short distance from the bridge. The stretch between river kilometer marker 30.9 and 33.4 was given copings and low overfalls to protect the outer arch, and scours were filled up with gravel and stones which came from dredgings obtained by widening the navigable channel. The work was scheduled to be continued in 1953.
2. Since the bottom of the Elbe River near the Torgau Bridge, where the depth was rather shallow, was rocky and, since the fall of the water was rather heavy and made passage difficult, the tips of the rocks had to be blasted and the right-hand bridge opening had to be cleared of ruins to deepen the channel, thus making two thoroughfares available at high water level.
3. As the distances between opposite groynes between kilometer marker 267 and 270 near Brambach on the Elbe River did not conform with prescribed standards and caused scours and sand banks resulting in short crossings, the groynes were lengthened or shortened to regulate the low water and the scours were filled and the river was given a better course by dredging the stone deposits. Head timbers had to be added later to complete the still rough construction.
4. In 1935 and 1936, the distance between opposite groynes on the Elbe River between kilometer marker 334 and 344 was narrowed from 170 to 145 meters to improve the low water conditions in an effort to establish a water depth of 2 meters for 1,000-ton vessels between the descent canal near Niegripp and the Rothensee descent canal. Since, as a result of unfavorable geological

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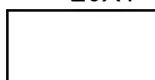
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sub-soil conditions, the bottom downriver the rocky stretch near Magdeburg sank by 0.5 meters, thus causing a diminishing of the water depth and a more intensive fall of the water, the bottom was strengthened with low overfalls built of stone fillings. The groynes at kilometer marker 419 near Sandau were either removed or lengthened to improve the course of the channel.

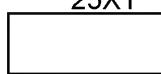
5. Extensive channel dredgings were made on the Oder River in the border area near Ratzdorf to obtain a water depth of 1.1 meters at mean low water and damaged groynes were repaired. Since these measures proved insufficient to obtain satisfactory fairway conditions on the Oder River, a plan was drafted in cooperation with Poland to establish the required depth of the Oder River and crossriver soundings, bottom surveys, and measurements of waterlevels and discharge quantities were made by German and Polish agencies.<sup>1</sup> Repair of groynes and dredging operations created a water depth of 1.1 meters between kilometer marker 542.5 and 615 at mean low water and a fairway depth of 1.30 meters between kilometer marker 615 and 665.
6. Dredging of the entrance to the Hohensaaten Lock and repair of the Schwedt lock considerably improved shipping conditions on the Oder River and made it possible for vessels going up the river to avoid stemming the current on the Oder and, independent of dry seasons and low waters on the Oder River, to use the Hohensaaten-Friedrichsthal waterway. The Schwedt Lock which has a lock chamber of 69.5 by 10 meters can negotiate vessels up to Grossplau-size.<sup>2</sup>
7. The Finow Canal, which was impassable during the war because of damaged bridges and locks, had been repaired and cleared of debris in 1952 and could be navigated westward as far as Heegermuehle lock by Finow-size vessels.<sup>3</sup> Two large bridges would still have to be reconditioned to make navigable the section west of the Zerpen lock. This, however, was not yet planned for 1953.
8. The steam engines and pumps of the Neuhaus pump station on the Oder-Spree Canal which were obsolete and uneconomical were replaced by two propeller-type pumps, each with a capacity of 3 cubic meters per second, driven by three-phase motors. They were needed to feed the summit level with water from the Spree River and were capable of supplying the water needed for 24-hour service of the locks.
9. The Bredereiche lock on the Havel River was put into operation on 21 December 1952. It had chamber locks of boulder walls resting on piles and had a length of 55 meters, a usable width of 6.5 meters and a depth above the upper sill of 2.5 meters at mean low water to make possible the elimination of the Regow lock which was planned to lower the water level by straightening and dredging operations and to improve the hydrological conditions. The Neustadt-Glewe lock was scheduled to be completed in 1953. The entrance to the Stoer Canal on the Nueritz-Elde Waterway was improved and the Elde River was widened downriver from Garwitz.
10. The entrance to the Muchlendamm Lock on the Berlin waterway was improved, as part of the old lock was removed. Bank facings on Burg Strasse and at Max-Engels Square were repaired, and five bridge thoroughfares were cleared of debris.

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- 25X1 1. [redacted] Comment. Information on an agreement, dated 6 February 1953, which was made between East Germany and Poland on navigation and exploitation and maintenance of waters in the border area was submitted previously. [redacted]
- 25X1 2. [redacted] Comment. The Schwedt Lock was opened to traffic on 21 April 1953.
- 25X1 3. [redacted] Comment. The Finow Canal stretch between river kilometer marker 70.6 at Heegermuehle Lock and river kilometer marker 89.27 at Liepe was opened to navigation in late 1952.

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